



ESTABLISHED AUGUST 24, 1852.

WHEELING, WEST VA., FRIDAY MORNING, APRIL 29, 1887.

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The Intelligencer.

Office Nos. 25 and 27 Fourteenth Street.

Col. Peck goes down on account of the racket in his party. His party has not treated him well.

This is to be a saloon night in Council. It will be interesting to see whether even one applicant fails to get license.

CHRISTIAN county, Missouri, will be depopulated if the bald knobbers be sent to the penitentiary. First families will be scattered to the winds.

MAYOR ROGGE, of Chicago, has his weather eye on the Reds, and the first thing they know some of them will be retired on less than half pay.

FRANCE and Germany have sheathed their swords for lack of argument. The arrest of Schinabele was a blunder, and Germany acknowledges the corn. Next!

SENATOR VEST says Governor Hill won't do, because the country doesn't know anything about him. How much more did the country know about Governor Cleveland?

The New York Herald discovers that Mr. Blaine is trying to transfer his strength to Chas. M. Depew. That would certainly make Mr. Depew strong. This seems early for the opening of the thimble season.

MR. CONKLING, in declining the invitation to be present at the dinner of the American Club, of Pittsburgh, in memory of Grant, told how to keep life in the Republican party. His practice is to try to strengthen the patient by plunging the knife into the patient's back.

With a fine sense of the fitness of things the State Senate refuses to say amen to the disappointment of the five old members of the Insane Hospital Board. The Governor invited this rebuke and it ought not to surprise him. He made a mistake to load up with Dr. Brand.

ELSEWHERE we reprint a Washington special all about the Virginia debt, the interest West Virginia is supposed to have in that permanent investment, and the intention to blow up the country unless English bondholders get their dues. War will not be declared at once. England will not jump on us as she has on Hayti and Venezuela, for though we have no navy England has a Canada. We have also and we know how to shoot.

We'll jump in and teach the old intruder not to monkey with the American Eagle. But perhaps the story has no bottom to it. Then we shall take all this back.

TO-NIGHT Council is to pass upon applications for liquor licenses. There is not much encouragement to hope that there will be greater discrimination than in other years. Men notoriously unfit to be trusted in such a dangerous business will get license as easily as the most respectable. Men who sell on Sunday, who sell to minors, to habitual drunkards, who break the law in every joint, will be allowed to go on as they are going. The proceedings will be purely formal. Council will sit at merely as a ratification meeting.

This is what will happen unless there is more courage in Council than councilmen themselves think there is. There has been a good deal of talk among members with regard to licenses. They admit that this one and that one ought not to have license, but they urge that it is useless to try to do anything. It should not be useless for those who know what is right to try to do it. If they fail they will at least stand creditably on the record. To say that the Council is powerless to control its own action, is to make a humiliating confession. The Intelligencer prefers to think that Council does not give this matter due consideration and does not realize its own strength. It could as easily be a lion as a lamb.

Will Not Interfere.

ST. LOUIS, April 28.—The following letter explains itself:

WASHINGTON, D. C., April 19.

To the Sisters of St. Joseph, St. Louis:

Yours of the 14th instant, requesting that the railroad companies be authorized to give you free transportation as they have been accustomed to do, has been received and considered, and the Commission regrets that it can make no order upon them for your benefit. The railroad companies must determine for themselves what shall be their policy in the granting of favors to persons engaged in religious works. The statute in plain terms allows the giving of reduced rates to ministers of religion, and if they are given on equal terms and on equal rates, no question of the propriety could arise, and no railroad company could have occasion to fear penalties. Very respectfully yours,

T. M. COOKER,

Chairman Inter-State Commerce Commission.

Inter-State Commerce South.

ATLANTA, Ga., April 28.—The Inter-State Commerce Commission met at 10 o'clock this morning. A memorial was received from the Wilmington, N. C., Chamber of Commerce and produced evidence strongly urging the enforcement of the long and short haul section. A memorial was presented from the business men of Opelika, Alabama, showing how the railroad companies discriminated against that town in favor of Columbus and Montgomery.

The memorial was read, and the "plant system" was argued, favoring the suspension of the long and short haul clause. He was followed by Gen. E. P. Alexander, President of the Georgia Central road, on the same side.

Wire Sails Makers Meeting.

PITTSBURGH, April 28.—A meeting was held to-day by the Wire Sails Association at the Monongahela House.

It was the culmination of a series of meetings that have been held in the east and west. The previous meetings have been for the purpose of forming a national association. The details of the organization of the association were completed to-day, and now every wire sail firm in the country is a member.

The principal points were discussed. In referring to the condition of trade a number stated that stocks were light, and prices were at an abnormal low in certain lines of the iron and steel business.

Mr. H. W. Hartman, of Beaver Falls, Pa., in President and C. D. Jones, of New York, the secretary of the association.

THEY MAY ELECT

A SENATOR TO BUCCY LUCAS.

The indications are that the West Virginia Legislature will elect a Senator on next Tuesday—some of the Insane Asylum Directors not confirmed.

Special Dispatch to the Intelligencer.

CHARLESTON, W. Va., April 28.—The Legislature will be in session on next Tuesday and will ballot for a Senator. Prominent members still say an adjournment can be effected Monday, but the House consumed the entire day on the second reading of the general appropriation bill, and the Senate in executive session. Thus far three days remain till Tuesday and the Senate has not touched either appropriation bill. There are several Republicans who hold that it is not constitutional to elect a Senator at this session and will not go into joint session. If enough of them take this view and refrain from voting, Camden may be elected.

On the other hand, enough members may share the view which is advanced by Hon. Daniel B. Lucas, to defeat an election by reducing the attendance in joint session below a quorum. Just at this writing an uncertainty shrouds the Senatorial situation, which has not existed at any previous time. He is a bold prophet who will undertake to foretell the outcome of Tuesday's ballot, or an attempt to ballot.

A QUESTION OF PRIVILEGE.

In the House this morning, Mr. McWhorter rose to a question of privilege, and moved to correct the Journal of yesterday by striking out the statement that the motion to adjourn was rejected. It was stated that there were calls for a division and demands for the yeas and nays, but the Speaker ignored them and arbitrarily declared the House adjourned.

Mr. McWhorter (Mr. Chipley in the chair) declared he had not heard any motion, and after some pretty warm debate the motion was tabled. Mr. McWhorter desired to withdraw it, but objection being made.

The Railroad Committee met again this morning. Colonel Robinson, of the Baltimore and Ohio, presented his company's schedule and denied that his road made any discrimination as charged by the Governor.

His speech was a strong one. Mr. Tolson, of the House, made a characteristically strong speech in favor of the bill. He said every railroad in the State was "erroneous" and ought to be reformed.

A SPEECH IN THE HOUSE.

One of the frequent topics between members of the majority in the House happened Wednesday. Mr. Chipley moved to take up Senate Bill No. 5, which proposes to require witnesses to testify before a grand jury in criminal cases without fee.

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THE RAILROAD BILL.

The Arguments Made Against Governor Wilson's Chastity.

CHARLESTON, W. Va., April 27.—Tuesday afternoon the Joint Committee on Railroads met in the chamber of the Supreme Court of Appeals, but so large was the attendance of outsiders that it was found necessary to repair to the hall of the House.

Here all the seats were soon occupied. Chairman Kidd, of the House Committee presided. Mr. Quarrier took the floor, speaking against the bill under consideration, the Wilson-Beckwith Railroad bill, as representative of the Kanawha & Ohio company. He submitted this company's schedule of freight rates before the passage of the Inter-State Commerce law by Congress, and also the new schedule adopted since that law was enacted.

Governor Wilson had claimed the day before that the railroads of this State had been the cross-road to increase largely local rates in this State.

RATES REDUCED.

The Kanawha & Ohio schedule, Mr. Quarrier said, shows that on this road they are reduced on all classes of freight, the average being 11.4 per cent. Last month the company collected only \$701.50 for local freight charges, making the income in this State less than \$9,000 per annum on a road which with a bridge over the Ohio river cost \$2,000,000. It was the habit of certain politicians to tell the people that the cross-road to the railroad was the giant monopolies squeezing the blood out of the people. The fact is that little income is derived from the people of this State. For reasons quite apparent to observing persons there are few manufacturing and commercial centers in this State, as there are few railroads.

There is no demand coming from the body of the people that this Legislature should take hold and regulate the small local commerce.

HOR IT WOULD WORK.

Mr. Quarrier then proceeded to show the bad features of the bill. First, it would provide for a expensive commission—probably cost about \$25,000 a year. The law would be unconstitutional, because it practically destroyed the right of the people to elect a Senator. Third, it will cause an injurious impression to go out to the world, and retard the development of the State. It has been said that the Chesapeake and Ohio road is the only one in the State, look what it has done for this State in fifteen years. It has built a line of cities and towns across the State, has increased

BOLD LAND PIRATES

OF THE WILD WESTERN PLAIN.

They Stop a Train and Bulldoze the Engineer into Giving up the Engine—The Express and Mail Car Robbed of About Five Thousand Dollars.

SAN FRANCISCO, April 28.—One of the most audacious, desperate and successful train robberies that was ever recorded, occurred on the west bound overland train on the Southern Pacific railroad near Tucson, Arizona.

A special dispatch to the Evening Bulletin this afternoon from Tucson gives details of the affair as follows: The western bound express due here at 10:30 last evening was stopped and robbed at Pantago station, eighteen miles east of here about 9:30 last evening. The number of men engaged in the robbery is variously estimated at from five to eight. Colonel Harper, the engineer, when approaching Pantago, a side station, was signalled by red lanterns to stop. He slowed down and as he approached the light he noticed obstructions on the track ahead so that in case he failed to stop, the engine would spread the track and derail itself. Immediately on stopping a dozen or more shots were fired into the express car, and a man with a pistol in each hand boarded the locomotive and commanded Harper not to get down. The other robbers had in the express car, and falling to get it open, they placed a stick of giant powder under it, and pulled Harper to light the fuse attached. This he was obliged to do, but to avoid being blown up the messenger opened the car and the robbers took possession.

After extinguishing the fuse they then took charge of the car, unoccupied the engine, baggage and express car from the remainder of the train, and made Harper get out of the engine and pull ahead two lengths. The train was then allowed to get away, and the robbers took charge of the engine and pulled out six miles, toward Tucson. Here they killed the engine and left it.

When the robbers went through the mail and express cars, but did not get more than \$5,000. They got two packages of railroad money, one of \$1,210 and one of \$500, and also two packages of postage stamps going to the postoffice at San Francisco. The robbers then took charge of the express car, and the messenger threw \$3,500 to a stove and so saved it from the robbers. Nothing was known here of the affair until past midnight, when a telegram was received from Pantago, a train had been stopped and robbed by four or five men. The Southern Pacific Railroad Company hereby offers a reward of \$1,000 for each of the robbers, which will be paid to the person who will lead to the capture of the robbers, who are believed to be discharged railroad employees. Although they compelled engineer Harper to stop them how to handle the locomotive, it is believed that the robbers were familiar with such work.

Immediately upon the receipt of the news at the office of the Southern Pacific Company in this city, Mr. A. M. Town, General Manager, issued the following circular, with order, to the company's agents to post in conspicuous places:

"The mail and express cars on our west-bound express train, when at a point west of Tucson, Arizona, were stopped and robbed by four or five men. The Southern Pacific Railroad Company hereby offers a reward of \$1,000 for each of the robbers, which will be paid to the person who will lead to the capture of the robbers, who are believed to be discharged railroad employees. Although they compelled engineer Harper to stop them how to handle the locomotive, it is believed that the robbers were familiar with such work."

From information received by him, General Manager Town said this afternoon in reference to the affair: "There were about ten men in the band of robbers who took charge of the train when it was stopped at Pantago station. When the train came to a standstill the engineer and fireman were ordered to get out of the engine, which they did."

They then went into the express car and took out the mail and express money. They then went into the baggage car and took out the baggage. They then went into the passenger car and took out the passengers' baggage. They then went into the engine and took out the engine's baggage. They then went into the locomotive and took out the locomotive's baggage. They then went into the tender and took out the tender's baggage. They then went into the water tank and took out the water tank's baggage. They then went into the coal tank and took out the coal tank's baggage. They then went into the oil tank and took out the oil tank's baggage. They then went into the sand tank and took out the sand tank's baggage. They then went into the air tank and took out the air tank's baggage. They then went into the water tank and took out the water tank's baggage. They then went into the coal tank and took out the coal tank's baggage. They then went into the oil tank and took out the oil tank's baggage. 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